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HONGKONG WEEKLY
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Hongkong Daily Press.

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SATISFACTION GUARANTEED.

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[40-1]

KOWLOON HOTEL

EMPIRE DAY
A MUSICAL DINNER

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On MONDAY Next,
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The 105th M. L. I. R. Band,
Will Play during and after Dinner.

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Hongkong, 18th May, 1909. [462]

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PORTLAND CEMENT.

In Casks 375 lbs. net \$5.50 per cask ex Factory
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SHEWAN, TOME'S & CO.,
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Hongkong, 29th April, 1908. [464]

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FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.
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BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.

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[46]

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12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
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Hongkong, 1st April, 1909. [549]

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WATERPROOF COATS
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Dromina by John Ayscough.

The Love that Kills, by Cora Stanton and Heath Hoakin.

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Care of "Daily Press" Office.
Hongkong, 6th May, 1909. [710]

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Compound Medium speed Engines, 265 revolu-
tions per minute, by Messrs. ROBBY & CO.,
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Exciters, &c.

ONE HORIZONTAL COMPOUND JET
CONDENSING STEAM ENGINE, 100
Horse power by Messrs. BROWNE and LINDLEY.
For further particulars apply
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Hongkong, 21st July, 1908. [1019]

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THE latest Method of the AMERICAN
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Hongkong, 17th April, 1907. [415]

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SURGEON DENTIST.

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TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. [504]

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Hongkong, 3rd May, 1909. [41]

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Private Bar and Billiard Rooms.

Hot and Cold Water throughout,

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Electric Passenger Elevator to each floor.

Table D'Hoté at separate tables.

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Hongkong, 24th July, 1905. [a651]

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Putting green and fine stabling for horses.

Proprietress, Mrs. G. SACHE.

[a651]

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INTIMATION

A. S. WATSON, & CO.
LIMITED.

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A. S. WATSON & CO.
LIMITED,
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Hongkong, 26th April, 1909.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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On the 16th April, at Folkestone; the wife of ANDREW FOWLES, of a daughter. [751]HONGKONG OFFICE: 10A, DES VIEUX ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, MAY 20TH 1909.

We do not know whether the public has been as satisfied, as doubtless it has been interested in reading the defence of the Railway Estimates published in our columns yesterday over the signature of Mr. MURRAY STEWART as Chairman of the Hongkong Branch of the China Association. The members of the Committee we are told "have no valid reason to suppose that the cost of the actual work done is excessive, and this being so, they protest against the advocacy of the belief that there has been gross mismanagement in the construction of the British section of the Kowloon-Canton Railway." In the opening paragraphs of the letter it is mentioned that the prevalence of this impression is indicated by certain Press comments upon His Excellency the Governor's speech in Council on the increased estimates. So far as we may be concerned in this comment we have only to say that we have not yet said, and do not feel competent to assert, that there has been any "gross mismanagement" in the construction of the line. We do think, however, that when the estimated cost of the construction of the line is more than doubled a *prima facie* case exists for a searching enquiry into the causes in the interests of the community which has to pay the bill. We are somewhat reluctant to enter upon a criticism of Mr. MURRAY STEWART's defence of the estimates, but as this defence appears to us to

conflict in several important particulars with statements made in Council by His Excellency the Governor, we deem it to be in the public interest to make some further reference to the matter.

First, however, we would like to make an observation or two upon Mr. BRUCE's somewhat airy statement that it is a common experience in such undertakings that the estimates are exceeded. We know that to be a fact in several cases where the undertakings have been entrusted to the Crown Agents for the Colonies; but can Mr. STEWART produce, apart from these, any instances where the cost of constructing a short line of railway has been more than double the amount of the original estimate? With the defence of the constructing engineer the community has been made acquainted. It would now be interesting to learn what the Consulting Engineers have to say on behalf of the engineers whom they sent out to make the preliminary survey and the estimate which has proved so hopelessly inadequate. Mr. STEWART writes: "How rough an estimate it was [that Mr. BRUCE made] may be gathered from His Excellency's comment in relation to the earthwork. He said it is difficult to know exactly what rate Mr. BRUCE had calculated at, because no drawings or calculations of quantities and rates were supplied with the estimates." On this we may remark though these drawings and calculations were not supplied, it does not follow that Mr. BRUCE's estimates were not made on a careful calculation of rates and quantities. It is not said in the extract quoted that the estimates were not based on calculations of quantities and rates: it is merely said that Mr. BRUCE did not supply these to the Government. The original estimate set out how much was estimated for earthwork, how much for tunnels, for bridges, for the permanent track, and so on, and in the absence of any statement to the contrary, the estimate has to be accepted as one by which, in the opinion of the experienced expert who made it, and the Consulting Engineers who approved it, the Colonial Government could safely be guided.

Mr. STEWART in his letter makes much of the fact that "the alignment which Mr. BRUCE proposed [between Lokloha and Taipo], and on which this rough estimate was based, had subsequently to be altered because the typhoon of September 1906 showed the shore edge to be unsafe." Mr. STEWART proceeds to explain that "the change of alignment, removing the track out of reach of the sea, entailed much heavy cutting not contemplated by Mr. BRUCE, and the boring of three additional tunnels, of which that undertaken at Taipo is in itself a considerable enterprise." The inference to be drawn from the statement is that this new alignment was responsible for an enormous increase in the cost of the line. Now, on this point His Excellency the Governor in a report he made to the Legislative Council on February 6th 1908 said: "The alterations which I have described in the alignment of the railway, I am assured, involve no extra cost whatever, and the Chief Resident Engineer says he is perfectly certain that the Consulting Engineers will bear him out in this statement." What are we to make of these two contradictory assertions—that of the Chairman of the local branch of the China Association and the statement in His Excellency the Governor? We have been told that His Excellency's statement conveys an imperfect impression, by reason of its brevity, and that what was really meant was that the new alignment would cost no more than the old when account is taken of the additional expenditure the typhoon experience had shown would be necessary in constructing the line along the sea shore. That may be so, but in the statements on the railway laid officially before the Council not one word has ever been said about "the several lessons taught by the typhoon of September 1906," and the only references we can find to the alteration of the alignment rather suggest that the change was decided upon before the typhoon occurred. The Chief Resident Engineer arrived six months previously and His Excellency the Governor informed the Council that "on arrival, the Chief Resident Engineer, after making a detailed survey, decided to run the line from the neighbourhood of Shatin to Taipo somewhat more inland than had been arranged in Mr. BRUCE's." What the Chief Resident Engineer himself said on the subject in his report to 31st December, 1907, was simply this: "The original alignment was very far out in the sea, enclosing large tidal areas. The bridges necessary for letting the water out would all have to be founded on wells which would have been very costly requiring a large amount of plant." There is nothing in this statement to suggest that Mr. BRUCE had not calculated upon this costly method of carrying the line along the sea shore; and

we can find nothing in the official papers to support the suggestion that His Excellency imperfectly represented the matter when he stated that he had been assured that the alterations in the alignment would involve no extra cost whatever.

Nor are we able to reconcile with the official information Mr. MURRAY STEWART's explanation of the increase shown in the latest estimate for the tunnel. "One reason," he writes "for the increased cost of Bencor Hill Tunnel is to be found in the varied character of the excavation, and another in the phenomenal hardness of the rock met with in parts of the hill, necessitating the use of specially heavy drills, and an enormously increased use of explosives." It is true that the Chief Resident Engineer in his latest report when showing that his 1907 estimate for the tunnel is exceeded by \$1,800,000, says this great increase is principally due to the unusual hardness of the rock, but this seems irreconcilable with the statement that "the cost of tunnel-driving was very much reduced during 1908." The average costs per lineal foot of heading, enlarging and bricking-in during the year were \$70.49, \$140.88, and 113.54 respectively. Up to December 1907 the figures were approximately \$134.00, \$275.00 and \$221.00 respectively." His Excellency the Governor, in conveying this information to the Council remarked that if it were not for these very large reductions per lineal foot the excesses would have been something he dreaded to contemplate.

While we have felt it to be our duty to point out how the statements made in the official reports conflict with those in Mr. MURRAY STEWART's letter, we are no more competent than the local Committee of the China Association to express an opinion one way or the other as to whether the Colony is being called upon to pay for the Colonial section of the Kowloon-Canton Railway "considerably more than the work is worth" but we do conceive it to be a public duty to suggest in view of what the Governor has described as "the most unsatisfactory" showing of the estimates that the Colony, which has to pay for the Colonial section of the Kowloon-Canton Railway "considerably more than the work is worth" but we do conceive it to be a public duty to suggest in view of what the Governor has described as "the most unsatisfactory" showing of the estimates that the Colony, which has to pay for the Colonial section of the Kowloon-Canton Railway "considerably more than the work is worth" but we do 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PIERCING THE BEACON HILL TUNNEL.

YESTERDAY'S CELEBRATIONS.

To celebrate and commemorate the meeting of the headings in the Beacon Hill tunnel the railway staff yesterday had a tiffin at Shatin. The occasion was a memorable one inasmuch as it records the success of a British engineering feat never before essayed in South China, and the invitations issued by the staff, although not all accepted, found responses from many prominent engineers and Government Officials. The invitation list included the Governor, the Colonial Secretary and the Director of Public Works, and many comments were passed on the absence of these three high officials on such a special occasion. Those invited were H.E. the Governor, Sir Frederick Lugard, Hon. Mr. F. H. May, Hon. Mr. W. Chatham, Colonel Darling, Hon. Mr. and Mrs. W. J. Gresson, Hon. Mr. E. Osborne, Mr. and Mrs. Grove (Canton), Mr. and Mrs. G. W. Eves, Mr. C. Clementi, Mr. C. H. Ross, Mr. P. N. H. Jones, Mr. and Mrs. W. H. Logan Capt. and Mrs. Wait, Mr. S. B. C. Ross, Mr. and Mrs. R. T. Baker, Mr. and Mrs. Geo. T. Lloyd, Major Hart Synott, Mr. Ough, Mr. W. Wait, Mr. A. H. Howitt, Mr. and Miss Bullock, Mr. and Mrs. Scouthery, Mr. and Mrs. Walker, Mr. and Mrs. Evans, Mr. Vergote, Mr. Ghella, Commr. Volpicelli (Italian Consul), Dr. Hartley, Messrs. Brayn, B. T. Wait, J. E. Menagh, Stein, Morris, C. P. Wait, Glazeborn, Almada, W. Wilson, H. Smith, D. Almada, Childs, F. Bailey, White, Steadman, Lee, Azada, Peidhar, Dott, W. Bailey, Bogley, Grant, S. Kelly and Lee.

A special train with an engine decorated with flags and a number of trucks awaited the visitors at the junction of the Taipe Road and Taioktsui. Thence they were carried to the south face of the tunnel through which they passed to the north face where the celebrations took place. A railway truck was provided for the ladies, the gentlemen of the party following in the rear on foot. The mile and two-thirds tramp through the tunnel could not be characterised as a pleasant one, but all were out on pleasure and none complained of the inconveniences caused by a stumble in the semi-darkness, a walk in water up to the ankles, or an occasional shower which overtook the visitors in different sections.

At the scene of the junction a halt was made. There a red tape barred the way, and when all stragglers were assembled the stentorian voice of Mr. Wait was heard. "Ladies and gentlemen, Mrs. Eves will now cut the barrier." This being done the party again moved on, stumbling, tramping in the water, and dodging the head beams until the light of day showed at the north face.

At Shatin all assembled at the elaborately decorated store where tiffin was to be held, a halt being made at the entrance.

There Mr. Wait, the tunnel superintendent, remarked that all had had the pleasure of walking through Beacon Hill. Most of those present, he thought, knew something about tubes, bicyclet or motor tubes, and when they met with a puncture it was not necessary for him to remind them of what they said. That morning they had seen the biggest puncture in South China, and a puncture which delighted them as well as all Hongkong residents. The railway staff were responsible for that puncture, and they did not wish to admit it. They were going to make it bigger to enable five or six hundred persons to go through in a train at the rate of sixty miles an hour (applause). After this was accomplished he would be, he did not know where, but at present a very pleasant duty had fallen to his lot; that was, to make a presentation to Mrs. Eves of a model drill machine for so kindly piloting them through the tunnel (applause).

Mrs. Eves was then presented with a model of the machine which had enabled the staff to make their big puncture, and returned thanks amid loud applause.

Mrs. Eves also responded on her behalf. He was sure that his wife would always keep the nice model presented in memory of the occasion which was such a notable one for the Colony of Hongkong (hear, hear and applause).

In an interval which followed, the railway staff adjourned to the heading of the tunnel, where a group photograph was taken.

Then the ladies assembled in a group outside the store, the gentlemen forming a semi-circle round them. In this position a second photograph was taken.

Thus followed a jolly tiffin, and when the inner man had been satisfied there was a call to order and to change glasses.

Mr. Eves said—To-day we have met together to celebrate an event which has been looked forward to for a long time, namely the meeting of the headings of the Beacon Hill Tunnel, and I would ask you before leaving to drink to the health of the executive staff and the contractors on whom has fallen the arduous task of carrying out this work in the field. It is due to the untiring energy of these men, engineers, foremen, contractors and last but not least, coolies, that the headings have been made to meet earlier than was expected. The work has been kept going day and night for the last 24 years and what labour and patience this entails, no one can tell who has not tried it.

For those in executive charge and their foremen, it means constant anxiety and watchfulness to guard against accidents and repair the damage when they occur; they have to be constantly looking ahead to see that the work does not stop for want of anything. For the contractors it means continual worry to get coolies to keep the work going under the very trying circumstances which are unavoidable in driving such a large tunnel. A few of these visitors here to-day have been in the tunnel before the headings met, and they have some idea of what the

atmosphere was like in which the staff had to work, and can understand what they have had to put up with during the last few years. Sickness has prevented many from being present to-day who started the work, but there are some here who came out in the middle of 1906 and have worked constantly since that time. Mr. Wait, who is in charge of the work, came out in the middle of 1907 as a young man of 55 or 60. A great many prophesied that he would not last a month in this climate as he had never been out of England before, but you see him here as lively as ever and much younger looking from having shaved off his beard. Large railway works such as this tunnel are very often the dumping ground of a very rough crowd and it needs a great deal of tact and sometimes physical strength to keep order among the workmen.

The successful carrying out of this work is due very largely to the wonderful way Mr. Wait is dealing with and controlling men of all sorts. Even the most cantankerous and rebellious miner has thought better of it when he has seen Mr. Wait stretch out his arm. To Mr. Southay credit is due for the accuracy of his lines and levels which has enabled the headings to meet so well and with such great accuracy. How this is accomplished is always a mystery to those who are not engineers, but though not quite as miraculous as some of you think it is none the less a difficult thing to do and requires a great deal of patience and careful measurements. Among the contractors I would make special mention of Mr. Ghella. He came to Shatin early in 1907 and started in a small way sinking the 270 ft. shaft, and since that time has enlarged his sphere to such an extent that he has now half the tunnel under his control. Since he started he has done 5,070 feet of heading which is a very large proportion of the 7,200 feet that has been done. To his pluck in never turning his back on the work even in the face of great disappointment and difficulties is due the successful achievement which we to-day celebrate. At times the rock has been so hard that the drills almost turned round and looked at him rather than go through, and at other times water has broken through in such quantities that he has had almost to swim out of the heading. Notwithstanding all these difficulties he is with us still and will remain with us I hope till the completion of the work. Many English people think that Italians are a dangerous sort of people to meet as they think have always a knife somewhere concealed about them ready to stick into us, but I can contradict this most flatly. A more law abiding and quiet set of men than Mr. Ghella and his fellow countrymen here I think could not be found anywhere. The confidence with which the Chinese coolies look up to Mr. Ghella speaks volumes for the justice and fairness with which he treats his workmen; no complaints of any sort have ever reached me. The large number of coolies which he has in his book and call to work even under the most trying conditions and the readiness with which they carry out his orders has been a great help to the work. I would ask you therefore to join with me in drinking the health of those who each in their several stations whether engineers or foremen, miners or contractors, by their patience and perseverance have contributed so largely to the successful carrying through of this work. (applause).

Mr. Wait, who on rising was received with loud cheers, said—Ladies and gentlemen, I have been in a good many tight corners in my life, which is not a short one, and I am in a tight corner to-day, but it is not so serious, because I do not stand alone—I have got the support of the tunnel staff, a noble staff which includes different nationalities. I beg to thank you for the kind manner in which you have honoured us, and my expressions cannot convey the pleasure I feel in having pierced Beacon Hill, which was a work of anxiety in more ways than one. We railway men came out here knowing scarcely anyone, but since our arrival we have found that there were men here before us, and good men. I am proud of them, and had it not been for the assiduous and indomitable perseverance of Mr. Ghella and his comrades I can assure you that we should not have met yet in Beacon Hill. Mr. Ghella has been a support to me from the start. I had not seen him four days before I made up my mind that he was the man to keep him if possible. I managed to keep him here, and the result is as you see—(applause). The other men employed in the tunnel have also worked very diligently with me, and I thank them for the support they have given me. I am not prepared to make a long speech, but I must thank you for the kind manner in which you have honoured us. (Applause).

Mr. Ghella, in acknowledging the hearty manner in which his health had been drunk, remarked that all were no doubt aware of the difficulties which had been surmounted in the tunnel. He had been employed on many railway works, among others the Simplon tunnel, and he had no hesitation in saying that he regarded the Beacon Hill tunnel as great an undertaking as the Simplon, when consideration was taken of the labour and the effect of malaria. It was a lasting monument to British enterprise in the Far East. (Loud applause).

Colonel DARLING (L.E.) said he found himself in quite an unexpected position, as he thought he was coming to a quiet little lunch party. He was sure all were greatly interested in what they had seen, and what they had heard since lunch. There was one toast, however, which remained to be proposed, and that was, the health of the Chief Resident Engineer (applause). He also thought it would not be out of place to drink the health of Mr. Wait again. He was not going to say much about Mr. Eves, because he was an old friend, and it might make him blush if the speaker said all he

thought about him. He would simply ask all to drink the health of Mr. and Mrs. Eves.

The toast was honoured, and persistent calls followed for a word from Mr. Southay, the Assistant Engineer. During a lull in the voice of the staff, Mr. Eves returned thanks on behalf of his wife and himself, and wished the staff every success in the enlargement of the tunnel. He hoped that they would be able to change the date stone on the face before the year was out and make the time of completion 1909 instead of 1910 (loud applause).

Mr. Wait then proposed the health of the visitors, with which he coupled the names of Messrs. Grove and Volpicelli. On the toast being honoured.

Commr. VOLPICELLI said there was a Scottish saying that "a wilful woman manna hae her way," and he wished that Mrs. Eves would have her way and have him speak. He would begin by thanking Mr. Eves for giving the Italians such a good character. Character in nations changed very rapidly, and Italy was now the most hard working nation in the world. It gave him great satisfaction to be present with his few countrymen. Railway work, especially tunnelling, was becoming almost a speciality with Italians, who doubtless a great deal to the geographical status of their country. He would reiterate the sentiments expressed by Mr. Wait, and again thank him for the way in which his countrymen had been encouraged in their work.

Commr. VOLPICELLI then called upon the Italians present to charge their glasses and drink the health of the railway staff. The toast was honoured with many "vivas," and the toasters resumed their seats the store range with loud applause.

Mr. Grove returned thanks for the kindness in coupling his name with those of the visitors. He was not going to trouble those present with remarks about the Imperial Chinese section of the line. The newspapers had been very generous, and he was afraid that everyone was really getting rather tired of hearing about the Chinese section. That section would now retire into obscurity for about twelve months or so, but he hoped that they should emerge at the end of that time with something that was worth telling. He would like to say, however, that an occasion of this kind made him

rather anxious; firstly, because it was connected with a great engineering work such as he was sorry to say they had not on the Chinese section; and secondly, because it was connected with the practical completion of this great engineering work. He thought it was a fact that the British section stood almost by itself among short railways in the world in the nature of the work which was connected with it. It had been

connected with it. It had been a privilege once or twice, owing to Mr. Eves' courtesy, to see the work which was proceeding on different parts of the line. From the first he had been struck with the extremely heavy nature of the work, and with the workmanlike manner in which it had been carried out—(Applause). The line he was sure, would be a lasting monument of British engineering and of British colonial enterprise. (Hear, hear and applause). He did not think that many present were able to realise as he was the difficulties connected with railway work in South China, perhaps more especially than in North China. Here a few years ago there was comparatively little trained labour, and the nature of the southern Chinese was rather cantankerous. It took a good deal of patting on the back before the southern man would give much in return. Then there were labour and trade unions of various kinds to contend against, and conditions of sanitation in certain parts such as were rarely met with in the West. This, of course, made railway enterprise difficult, but as he had said, the heavy works carried out on the British section were such that great credit must necessarily be due to those who had conceived those works, and had carried them out in such an efficient manner.

One feature of the competition has been the increase of serious accidents, in some cases, directly due to bad feeling between the employees of the competing companies. One launch was able to cut prices. It is with the idea of coming into competition with this company that the syndicate announced in our columns the other day is being formed. This syndicate embraces Nei Adam, Tuan Praem, Nai Thong, D. Nai Hong, and other owners of towing boats, and also the Siam Packet Co. Ltd.

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with throughout. The tunnel at the south side rises at a grade of 1 in 100, and descends on the north side at a grade of 1 in 400, making a total length of 7,212 feet. Many and difficult have been the obstructions, but these have been successfully overcome by the skill and energy of the tunnel staff. Large streams of water have been topped, malaria has killed the coolies by the dozen and prostrated the British miners. The highest progress made in one week in heading driving was 18 feet, the greatest number of feet of completed tunnel 300, which compares very favourably with the progress of similar tunnels in Europe. The Assistant Engineer for the tunnel, Mr. Southay, was responsible for the alignment and levels, and he is to be congratulated on the accuracy of the junction.

STEAM LAUNCH COMPETITION*
IN SIAM.

The competition between various companies and syndicates owning steam launches, and running on the various important rivers in Siam has now reached a stage in some instances where it is impossible to run at a profit. Take for instance, the run from Bangkok to Angthong. Formerly the fare was two ticals, the run to Pakhai costing the same. Now one can travel by big boats all the way for one salung—owing to competition. It is said that the fare may be brought down to a fuang. The boats running on this line can carry about fifty passengers, and to convey a full boat load for a day's steaming, on total receipts amounting to Tba. 12, means a steady loss. Then one has to allow for the *rae chang* men who higher up the river, where the launches cannot go in shore, hire the passengers to and from the launches. Their charges for this work have gone up considerably; in some cases a fuang being charged where formerly two ticals a day was paid. Further the owners of various launches have not been slow to seize the present opportunity of increasing the rentals charged per month, and in some cases it has been deemed cheaper to buy them. The Companies running on the Angthong and Pakhai runs are the Siam Steam Packet Co. Ltd. and the Nawa Siam. The latter Company, formed by a combine of owners, also goes in for towing.

On the Petrie-Panom run passengers have been reaping an advantage from severe competition, and they are able to take this long journey for one salung in place of Tba. 150 formerly charged. From Pak-Panom to Panom the fare is now a fuang in place of five salungs. Again from Metting to Ratchaburi another long run, the fare is now only a fuang in place of two ticals. The charges for towing have likewise been reduced. Towing out of Bangkok has been done as low as Tba. 5 per boat as against Tba. 25 formerly charged. The Nawa Siam has a large number of towing boats, and are able to cut prices. It is with the idea of coming into competition with this company that the syndicate announced in our columns the other day is being formed. This syndicate embraces Nei Adam, Tuan Praem, Nai Thong, D. Nai Hong, and other owners of towing boats, and also the Siam Packet Co. Ltd.

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NOTICE:

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS, Codes: A.B.C.

6th Ed. Lieber's.

P.C. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

BANK HOLIDAY.

In accordance with Ordinance No. 6 of 1875, the EXCHANGE BANKS will be CLOSED for the transaction of Public Business on MONDAY, the 24th instant, EMPIRE DAY.

Hongkong, 20th May, 1909. [752]

TO LET.

No. 2 ELLIOTT CRESCENT, ROBINSON ROAD. Six Roomed House with Out-house, Fine View of the Harbour. Possession from 1st July, 1909.

Apply to

F. X. D'ALMADA & CASTRO,

33, Queen's Road Central.

Hongkong, 20th May, 1909. [753]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction.

For Account of the Estate of the late Mr. O. D. TROMSON,

TO-MORROW (FRIDAY),

the 21st May, 1909, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

A NUMBER OF

LAW BOOKS,

Comprising:

CHITTY'S STATUTES by J. M. Lely, 13 vols., LAW TIMES REPORTS, 10 vols., DANIELL'S CHANCERY FORM and PRACTICE, AUSTIN'S JURISPRUDENCE, MARSDEN'S COLLISIONS AT SEA, STEVEN'S MERCANTILE LAW, INTERNATIONAL LAW DIRECTORY, CASES OF CRIMINAL LAW, HONGKONG ORDINANCES 1883-1908, STANDARD DICTIONARY of the ENGLISH LANGUAGE, &c., &c., &c.

2 IRON SAFES (one by Milner's).

Terms: As Usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 20th May, 1909. [754]

PUBLIC AUCTION.

M. R. GEO. P. LAMMEET has received instructions from the Official Liquidator, H. PERCY SMITH, Esq., Chartered Accountant, to Sell by Public Auction.

On WEDNESDAY,

the 26th May, 1909, commencing at 11 A.M.,

on the premises,

"THE IMPERIAL BREWERY,"

Situated in WONG-NEI-CHONG VALLEY,

AS A GOING CONCERN,

IN ONE LOT.

If the Property is not sold in one lot, the PLANT, MACHINERY, GEAR, STOCK, &c., &c., will be sold in separate lots to suit Purchasers.

For full particulars apply to

Messrs. BRUTTON & HETT,

Solicitors.

Mrs. HASTINGS & HASTINGS,

Solicitors.

Mr. H. PERCY SMITH,

Chartered Accountant,

or

MR. GEO. P. LAMMERT,

Auctioneer.

Hongkong, 20th May, 1909. [755]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

FOR SHANGHAI, NAGASAKI, HIIGO

AND YOKOHAMA.

THE I.G.M. Steamship

"LUFTZOW"

Capt. C. Dowers, will leave for the above places

TO-DAY, the 20th inst., at NOON.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

Agents.

Hongkong, 20th May, 1909. [756]

"SHIRE" LINE OF STEAMERS LTD.

FOR LONDON AND ANTWERP VIA

M. NILA, STRAITS & COLOMBO.

THE Steamship

"DENBIGHSHIRE"

Captain Barrett, will be despatched, as above

on the 18th June.

For Freight or Passages apply to

JARDINE, MATHEWS, & CO., LTD.,

Agents.

Hongkong, 20th May, 1909. [756]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"LUFTZOW"

having arrived, Consignees of Cargo are hereby

informed that their Goods with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risk into the

hazardous and/or extra hazardous Godowns of

the Hongkong and Kowloon Wharf and

Godown Company, Limited, Kowloon, and West

Point Godowns, whence delivery may be

obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all goods remaining

undelivered after the 26th inst., will be subject

to rent.

All broken, chafed and damaged Goods are

to be left in the Godowns, where they will be

examined on the 26th inst., at 9.30 A.M.

All Claims must reach us before the 30th

inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

undersigned.

NORDDEUTSCHER LLOYD,

MELCHERS & CO.,

General Agents.

Hongkong, 19th May, 1909. [755]

NEW ADVERTISEMENTS

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

NOTICE TO CONSIGNEES.

S.S. "HONGKONG MARU."

THE above-named Steamer, having arrived

to send in before 11 a.m. on day of

publication. After that hour the supply is

limited. Only supplied for Cash.

Telegraphic Address: PRESS, Codes: A.B.C.

6th Ed. Lieber's.

Hongkong, 23rd April, 1909. [755]

NEW ADVERTISEMENTS

BANK HOLIDAY.

In accordance with Ordinance No. 6 of 1875, the EXCHANGE BANKS will be CLOSED for the transaction of Public Business on MONDAY, the 24th instant, EMPIRE DAY.

Hongkong, 20th May, 1909. [752]

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

NOTICE TO CONSIGNEES.

Hongkong, 20th May, 1909. [757]

THE Steamship

"NIPPON,"

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risk into the

hazardous and/or extra hazardous Godowns of

the Hongkong and Kowloon Wharf and

Godown Company, Limited, Kowloon, and West

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NORDDEUTSCHER LLOYD,

MELCHERS & CO.,

General Agents.

Hongkong, 20th May, 1909. [754]

NOTICE.

OUR BUSINESS has been REMOVED

to No. 14, DES VOEUX ROAD CENTRAL

(Lately occupied by Madame JAY).

Hongkong, 23rd April, 1909. [667]

NOTICE.

WEISSMANN, LIMITED.

OUR BUSINESS has been REMOVED

to No. 14, DES VOEUX ROAD CENTRAL

(Lately occupied by Madame JAY).

Hongkong, 23rd April, 1909. [667]

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Hongkong, 23rd April, 1909. [667]

NOTICE.

TO LET

STORAGE
For Coal, Timber, &c.

TO BE LET, a Portion of MARINE LOT No. 235 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Acre FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS LEASE. For particulars, apply—

GEO. FENWICK & CO., LTD.
Hongkong, 8th June, 1906. [56]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST. Apply—

CHATER & MODY,
Victoria Buildings,
Hongkong, 1st February, 1909. [264]

TO LET.

WITH IMMEDIATE POSSESSION.

KOWLOON MARINE LOT 48, Yammati. Area 65,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE AND FINANCE CO., LTD.
Hongkong, 18th January, 1908. [103]

TO LET—FURNISHED.

“FUNG-SHEU” THE PEAK. To be Let. Furnished for 8 months or longer.

Apply—

JOHNSON, STOKES & MASTER,
Solicitors,
8, Des Vaux Road Central.
Hongkong, 2nd March, 1909. [110]

TO LET.

A HOUSE in Wong Nei Chong Road.

A HOUSE in RIPPON TERRACE. OFFICES TO LET, No. 2, Connaught Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VEAUX ROAD CENTRAL, st floor.

OFFICES in YORK BUILDING,
GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Vaux Road, next to the HONGKONG HOTEL.

FLATS in MORTON TERRACE. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st May, 1909. [97]

TO LET.

No. 2, OLD BAILEY. Immediate Possession.

Apply to—

ARRATOON V. APCAR & CO.,
14, Des Vaux Road.
Hongkong, 8th May, 1909. [717]

TO LET.

No. 34, QUEEN'S ROAD CENTRAL (Shop). Opposite the Post Office. No. 1A, WYNDHAM STREET (suitable for Office and Godown).

No. 2A, DAGUILAR STREET (suitable for Office and Godown). All of which were lately occupied by Welsman Ltd. For particulars, apply to—

YEE SANG FAT & CO.,
34, Queen's Road Central.
Hongkong, 19th March, 1909. [489]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st May, 1909. [98]

TO LET.

Nos. 2 & 3, BEACONSFIELD ARCADE, facing the Parade Ground.

No. 5, MOUNTAIN VIEW, Peak.

NEW FIVE ROOMED HOUSES in Shelley Street.

The EVERIE, No. 13, Peak. Unfurnished from 1st June, 1909.

FERNSEIDE No. 71, Peak. Unfurnished from 1st May, 1909.

C.M.S. PEAK BUNGALOW, furnished, Mount Kellett, from 1st April to end of June, 1909.

BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms.

DWELLING ROOMS and OFFICES in Queen's Road Central.

GODOWNS in Duddell Street.

ROBINSON ROAD.

FOR SALE—TO CREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—

LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 22nd April, 1909. [100]

TO LET.

FOUR and FIVE ROOMED HOUSES at Kowloon.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

OFFICES on the 1st Floor Hotel Mansions lately occupied by the Hongkong, Canton and Macao Steamboat Co., Ltd.

Apply to—

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 24th March, 1909. [547]

TO LET.

SHOP and DWELLING HOUSE, No. 78, Queen's Road, Central.

Apply to—

S. J. DAVID & CO.,
Prince's Buildings.
Hongkong, 25th March, 1909. [518]

TO LET

TO LET.

“THE COMPLETE LETTER WRITER.”

OR “ENGLISH AS SHE IS WRITTEN” IN THE FAB BASE.

CONDUIT ROAD LEVEL, A WELL FURNISHED ROOM with Bathroom attached, overlooking the Harbour, will be vacant on the first of June. For particulars address—

“ALPHA,”
Care of “Daily Press” Office.
Hongkong, 14th May, 1909. [50]

TO LET.

NO. 3, MORRISON HILL. Entry about 1st proximo. Apply—

MESSRS. JARDINE, MATHESON & CO., LTD.
Hongkong, 12th May, 1909. [727]

TO LET.

NO. 24, WYNDHAM STREET, containing 4 ROOMS. Apply to—

E. A. & C. F. CARVALHO,
14, Arbuthnot Road.
Hongkong, 5th May, 1909. [707]

TO BE LET.

DESIRABLE GROUND FLOOR SHOP in CHATER ROAD, HONGKONG. Apply—

T. B. L.,
Care of “Daily Press” Office.
Hongkong, 11th May, 1909. [723]

TO LET.

LARGE OFFICE ROOM, on 2ND FLOOR of Prince's Building. Moderate Rent. Apply to—

“C,”
Care of “Daily Press” Office.
Hongkong, 5th May, 1909. [706]

TO LET.

ROOMS suitable for Offices in No. 10, Ice House Street, in rear of David Sassoon & Co's premises. Apply to—

DAVID SASSOON & CO., LTD.
Hongkong, 1st May, 1909. [533]

TO LET.

NO. 6, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court.

“ERANEE BUNGALOW,” Kowloon. A Small Garden attached. Moderate Rental. Apply to—

ARRATOON V. APCAR & CO.,
14, Des Vaux Road.
Hongkong, 3rd March, 1909. [399]

TO LET.

NO. 27, DES VEAUX ROAD. Dealers in POSTAGE STAMPS

AND VIEWS POST CARDS. Just Received a Selection of SENF'S ILLUSTRATED

POSTAGE STAMP ALBUMS of Latest Edition, from \$1.75 to \$16 Each.

SUGAR COIN SEEDS. Inspection Invited. [548]

GRACA & CO.

(Established 1896.)

No. 27, DES VEAUX ROAD.

Just Received a Selection of SENF'S ILLUSTRATED

POSTAGE STAMP ALBUMS of Latest Edition, from \$1.75 to \$16 Each.

SUGAR COIN SEEDS. Inspection Invited. [548]

CARLOWITZ & CO.,

Sole Agents,

No. 2, Connaught Road, Central.

[607-2]

DEAR SIR,—Having heard that you are in want of a carriage and ticket-punchard I beg to offer myself for the service.

I am a young man of twenty-two, and have employed for five years in Naval Yard company where I am now a fitter.

For my character and abilities I beg to refer to Mr. J. Gray Scott, and hoping to be favoured with a reply—I remain, dear sir, your respectfully Servant

little.” Upon second thoughts he crossed out his name and added a second postscript reading “I had better not though.”

Not distantly related to this is the letter from “One who is strictly against smoking” who wrote complaining of the disregard of the rule on this subject even by drivers and ticket sellers. “In such a hot weather,” he complains, “if every one in the car is allowed to smoke, you may please guess the scene, and the result which it will give—Oh! it becomes a regular Steam-Engine.”

Exigencies of space require us to stop quoting, and in selecting an appropriate final extract we cannot do better than quote the man who writes:—“Because a kind and generous officer like you is leaving Hongkong, I have strong desire to rip some fruit of your generosity that I wish to get a certificate from you, ... a gift to me doing much better than a pension.”

Possibly Mr. Gray Scott is thinking that a collection of China “curios” such as are contained within the covers of his album are among the fine “fruits” of his experience; but it is doubtful if he regards them as “much better than a pension.”

THE “ORIENTAL PROBLEM” IN C. LIPORINA.

A practical method of solving the Oriental labor question in California is suggested says San Francisco Chronicle by Isidor Straus, L.L.D., the eminent New York millionaire philanthropist, whose activity among the ignorant European immigrants has made his name national. Straus offers to California the advice that if there is a demand for labor here which has to be filled with Oriental coolies, or which makes the immigration of coolies possible, it will be a much more far-sighted act, and one of greater economic advantage, if European immigrants will be induced to come here.

“New York is overflowing with European immigrants who are unable to do the best for that very account,” he said at the Fairmount recently. “They all flock into New York, and one of the most serious problems which we have to confront to-day is that of making them spread out more.”

“Now I have been in California four months, and I am thoroughly convinced that what you most need is colonization. You lack population. Out here is the grandest climate in the world—and I speak as a man who has traveled extensively—coupled with natural resources which are wonderful. They are underdeveloped, however, and for the very lack of people, California can accommodate many, many more people and do better than any other section of the United States.”

“That, I believe, is one of the great reasons for the influx of Orientals. If your people are opposed to the incoming of Japanese, the best way to keep them out is to destroy the opportunity for them here. If they have nothing to gain here, they will not come. And if you will bring Europeans here, they can do the work which the Japanese now do, and supply the market.”

“The Jap will be a Jap as long as he is here. You cannot avoid the race distinction. But when the European has been here a generation, he becomes a first-class citizen, and he mixes and is one of us. Every European of the right class you bring here is the bringing in of future Americans. That is an important fact.”

“Economists say, and they usually base their conclusions on facts, that each immigrant is worth \$1000 a year to this country. Now if California can bring in desirable immigrants at \$1 a head, let us say, what better investment can be found for the money? That is a work for the State Board of Trade, the California Promotion Committee or any other public-spirited civic organization which has the future welfare of the State at heart. You should have men at the ports from which these immigrants sail to send them to California.”

Mr. and Mrs. Straus, accompanied by Mr. and Mrs. A. Abraham of Brooklyn, have been here for a rest during the winter, and, after visiting various points of interest in this section of the State, will leave for New York on April 12th.

Isidor Straus is a very wealthy merchant of New York, but he is known mostly for his activity in public life. He was a member of the Fifty-third Congress from New York, and has been a prominent Democrat in his home State for many years. He is president of the Educational Alliance, and is a director of numerous charitable organizations. He is also vice-president of the New York State Chamber of Commerce.

Straus took his degree from Washington and Lee University. He is the brother of Oscar S. Straus, Roosevelt's Secretary of Commerce and Labor, and of Nathan Straus, who, as president of the New York Board of Health, waged a notable war against impure milk.

THE COST OF WAR.

Herr Rieser, who was formerly a leading figure in the financial world of Germany, and who is now Professor of Political Economy at the University of Berlin, has just published a small work entitled, “The Financial Question from a Military Standpoint.” Herr Rieser discussed this subject in great detail in an attempt to prove that the real and only sinew of war is “a well filled national treasury.” To this end the Professor points out that the Franco-Prussian War resulted in costing Germany \$37,500,000, which was spent in 305 days; that in the Boer War, which lasted from October 11th, 1899, to May 31, 1902, England spent £215,350,000; to that in the Russo-Japanese War, which lasted from February 20, 1904, to the end of August, 1905, the Russian expenditure was £14,650,000, and that of the Japanese was £12,100,000.

Professor Rieser claims that another war breaking out at present would cost Germany £90,000,000 a day, or £27,000,000 a month, and that only the ordinary direct expenditure of warfare. Therefore, the Professor comes to the conclusion that before Germany can entertain the idea of embarking upon a war the Fatherland ought to have a floating fund of at least £125,000,000 available for the current expenses of war.

THE GROWTH OF NEW YORK.

A prominent engineer of Greater New York, who has been studying the probable increase of population in that city, reaches the conclusion that in 1930 it will be 19,250,000. Based on past ratios of increase, the analysis seems to be a rational one. But what makes an American contemporary, will so largely a concentration of non-productive consumers of the world's agriculture? “It can form only a comparatively insignificant total and the brokers, lawyers, doctors, clerks, etc., must find a limitation set by the population of the outside country. It is difficult to believe that there ever will be a city of nineteen millions of people.”

PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable on periodical drawings, either with Cash Premiums varying from £40 to £60,000.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.

Write for Handbook, sent post free.

MELVILLE, GLYN & CO., Bankers, 3, Rue de la Bourse, PARIS (France). [163]

NOTICES TO CONSIGNEES

“BEN” LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. “BENLOMOND,”
FROM LEITH, ANTWERP, LONDON
AND STRAITS.

CONSIGNEES of Goods are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst., will

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	STEAMERS
LONDON and ANTWERP VIA SINGAPORE PENANG, COLOMBO, PORT SAID and MARSEILLES	10 A.M., 22nd May	Freight only.
ANG. COLOMBO PORT	Capt. W. W. Cooke, R.N.E.	
SHANGHAI	DELHI	About 27th May
Capt. G. W. Gordon		Freight and Passage.
LONDON VIA USUAL PORTS	OCEANA	Noon, 29th May
OF CALL	Capt. T. H. Hinde, R.N.E.	See Special Advertisement.
SHANGHAI, MOJI, KOBE, SIMLA and YOKOHAMA		About 4th June
	Capt. C. D. Goldsmith, R.N.E.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 19th May, 1909.

CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

STEAMERS	TO SAIL
AMOY and SHANGHAI	"TAMSUI"
WEIHAIWEI, CHEFOO and TIENTSIN	"KUEICHOW"
SHANGHAI	"CHINHUA"
NEWCHWANG	"KWEIYANG"
SHANGHAI	"CHENAN"
MANILA	"TAMING"
SHANGHAI	"YINGCHOW"
MANILA	"ANHUI"
SHANGHAI	"TEAN"
ZAMBOANGA	
THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, CHANGSHA	On 15th June, 4 P.M.
with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	
DIEEGT SAILINGS TO WEST RIVER	Twice-Weekly.
SS. "LINTAN" and SS. "SANUI"	

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State rooms. A duly qualified Surgeon is carried.

REDUCED FARES, a cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State rooms and Dining Saloon.

EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

12

OSAKA SHOSEN KAISHA.
REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

THE CO.'S S.S.	LEAVING
TAMSUI VIA SWATOW, "DAIGI MARU"	SUNDAY, 25th May, at 10 A.M.
& SWATOW, "SOSHU MARU"	WED'DAY, 26th May, at 10 A.M.
ANPING VIA SWATOW, "KUTSANG"	WED'DAY, 26th May, at 10 A.M.
& AMOY	Capt. K. Sugi

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships.

Unveiled Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

T. ARIAMA, Manager.

13

Hongkong, 18th May, 1909.

THE CO.'S S.S. LEAVING

TAMSUI VIA SWATOW, "DAIGI MARU" SUNDAY, 25th May, at 10 A.M. |

Capt. H. Murayama

ANPING VIA SWATOW, "SOSHU MARU" WED'DAY, 26th May, at 10 A.M. |

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Monday, the 24th instant, being Public Holiday, the Post Office will be open for one hour only, i.e. from 3 till 9 a.m.

In the event of the arrival of the French Mail from South, the Office will be kept open until the despatch of the mail by the same boat to the North.

There will be one delivery and a collection of letters as on Sundays.

The Money Order Office will be entirely closed.

Approximate times of closing mails at Shanghai via Dalmatia and Siberia.

26th May at 5.30 p.m.

27th May at 8.30 p.m.

3rd June at 8.00 a.m.

The Sydney, with the French mail of the 23rd ultimo, left Singapore on Monday, the 17th inst., at 3 p.m., and may be expected here on or about Monday, the 24th instant, at daylight. This packet brings replies to letters despatched from Hongkong on the 20th March.

FOR: P.W.B. DATE:

Swatow	Kinsheng	Thursday, 20th, 8.00 a.m.
SHANGHAI, NAGASAKI, KOREA, YOKOHAMA, KOREA, HOKKAIDO, and SAN FRANCISCO	Luchow	Thursday, 20th, 11.00 a.m.
Swatow, Amoy and Foochow	Aspara	Thursday, 20th, 11.00 a.m.
Macao	Sui Tui	Thursday, 20th, 11.00 a.m.
Singapore, Colombo and Bombay	Angkor	Thursday, 20th, 3.00 p.m.
Amoy, and Shanghai	Amoy	Thursday, 20th, 3.00 p.m.
Kobe	Shimoda	Thursday, 20th, 3.00 p.m.
Shanghai, Kobe, Yokohama, Victoria, Tacoma, Vancouver and Seattle	Chinshih	Thursday, 20th, 3.00 p.m.
Amoy, Kobe and Yokohama	Antiochus	Thursday, 20th, 3.00 p.m.
Nagasaki, Moji, Kobe and Yokohama	Hongkong	Thursday, 20th, 5.00 p.m.
Macao, Amoy and Foochow	Kamo Maru	Thursday, 20th, 5.00 p.m.
Manila	Manila	Thursday, 20th, 5.00 p.m.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver	Hanoi	Friday, 21st, 9.00 a.m.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver	Hatching	Friday, 21st, NOON.
Macao, Amoy and Foochow	Sui Tui	Friday, 21st, 1.15 p.m.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver	Bombay Maru	Friday, 21st, 3.00 p.m.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver	Kinsheng	Friday, 21st, 3.00 p.m.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver	Glenlogan	Friday, 21st, 3.00 p.m.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver	Yuanfang	Friday, 21st, 3.00 p.m.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver	Tianchi	Saturday, 22nd, 9.00 a.m.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver	Hongkong	Saturday, 22nd, 10.00 a.m.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver	Lauyang	Saturday, 22nd, 10.00 a.m.
Printed Matter and Savings	Printed Matter and Savings	May 20th, 10.00 a.m.
Registration, 10.00 a.m.	Registration, 10.00 a.m.	(Registration with late fee of 10 cents, i.e. up to 10.45 a.m.)
Registration, 10.00 a.m.	Registration, 10.00 a.m.	(Supplementary mail on board up to the time fixed for departure. Extra Postage 10 cents.)
Manila	Chigo Maru	
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Sui Tui	
SIBERIAN MAIL TO EUROPE	Zuoro	
(Supplementary mail on board up to the time fixed for departure. Extra Postage 10 cents.)	Empress of India	
SHANGHAI	Chenow	
Swatow	Hatum	
Amoy	Doi Ma	
Singapore	Hopking	
Shanghai	Fouching	

SHANGHAI, NAGASAKI, KOREA, YOKOHAMA, KOREA, HOKKAIDO, and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure. Extra Postage 10 cents.)

Manila

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)

SIBERIAN MAIL TO EUROPE

(Supplementary mail on board up to the time fixed for departure. Extra Postage 10 cents.)

SHANGHAI

Swatow

Amoy and Tamsui

Singapore and Samarang

Shanghai

CHINESE MAIL

CHINESE MAIL